

## DEVICE FOR MONITORING A MEASURING SYSTEM OF AN ELECTRIC DRIVE

FIELD OF THE INVENTION

The present invention relates to a device for monitoring a measuring system of an electric drive.

5 BACKGROUND INFORMATION

German Patent No. 43 30 823 apparently concerns a drive device having a safety device for special operation. In a special mode, a redundant safety device monitors the rotation speed of the motor to determine whether it is maintaining a preset maximum, interrupting the power supply to the motor when the rotation speed exceeds the preset maximum. To determine the  
10 rotation speed, two different signals are obtained, the first signal being obtained from a rotation speed sensor and the second signal being derived from the variation over time of the current measured by another sensor for this purpose in at least one phase lead to the motor. If the rotation speed detected exceeds a predetermined maximum, the power supply to the motor is interrupted by switching a circuit breaker upstream from a line rectifier and also  
15 disconnecting the power inverter. Monitoring a speed sensor on the basis of the current variation is load-dependent and therefore relatively inaccurate.

SUMMARY OF THE INVENTION

An object of an exemplary embodiment of the present invention is to provide an improved  
20 monitoring system over the entire rotation speed range without requiring an additional rotation speed sensor.

An exemplary device according to the present invention for monitoring a measuring system of an electric drive includes at least one measuring system for detecting a measured quantity  
25 of an electric drive and at least one controller which receives at least the measured quantity detected by the measuring system and generates at least one manipulated variable to control the drive. At least one signal processor is provided for detection of errors in the measuring system. This yields early detection of errors in the drive system if there is an error in the

SUBSTITUTE SPECIFICATION

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measuring system.

In an expedient refinement, at least one quantity generated by the controller is sent to the signal processor for error detection in the measuring system. It is believed that no additional  
5 signal acquisition may be necessary for error detection due to an appropriate choice of the controller quantity for analysis. Since the controller is available with the drive system anyway, it is believed that the system's interference immunity may be improved in an appropriate way.

10 In an exemplary embodiment, the signal processor receives at least one quantity generated by the measuring system and/or derived therefrom for error detection in the measuring system. Including an additional quantity for analysis increases reliability in error detection. If multiple error detection options are provided in particular, analysis of the quantity supplied by the measuring system can be used for checking the plausibility of the error detection.

15 In another exemplary embodiment, a measuring system model that generates at least one estimate expected for the measuring system is provided for error detection in the measuring system. It is believed that taking into account the estimate of the measuring system model further increases the reliability of the error detection and can also be used for a plausibility  
20 check.

In an exemplary device according to the present invention for monitoring a measuring system of an electric drive, a signal processor generates an error signal, as a function of the synchronous generated voltage, thus indicating an error in the measuring system. The  
25 synchronous generated voltage varies when the measuring system of the electric drive, e.g., a rotation speed sensor or a position sensor, slips and therefore there is a sensor offset. In particular, the flux-forming component of the synchronous generated voltage is suitable as a quantity for analysis. The sensor offset with respect to the rotor in comparison with the "normal" case changes the voltage induced in the field direction and is also available during  
30 ongoing operation of the electric drive. Countermeasures can be taken in due time if a faulty sensor arrangement is detected.

In another exemplary embodiment, an output quantity of a direct-axis current controller is used to generate an error signal. To regulate a synchronous or asynchronous machine, a direct-axis current controller may be provided for regulation of the flux-forming current component. Because of the additional (direct-axis) voltage component induced due to the sensor offset, a system deviation may also develop with a direct-axis current controller.

Therefore, the integral component of the direct-axis current controller can be analyzed as a quantity indicating sensor offset in a measuring system, because the integral component is a measure of the additional direct-axis voltage induced due to the sensor offset. This quantity is available at the controller anyway and need not be generated separately.

Another exemplary embodiment provides for the quantity indicating sensor offset to be compared with a limit value which depends on the controller parameters and/or the line parameters. System deviations may be caused in particular by the dead time voltage due to the switch dead time of the trigger stage, the induced synchronous generated voltage due to the dead time of the quadrature-axis current controller or parameter deviations in inductors and resistors, additionally affecting the integral component of the direct-axis current controller. Since the controller parameters and line parameters are approximately known, they can be taken into account in selecting the limit value with which the integral component of the direct-axis current controller is compared. It is believed that this may increase accuracy in error detection in the measuring system.

In another exemplary embodiment, the acceleration of the drive derived from the output signal of the measuring system is analyzed. In the subsequent comparison with certain limit values, any lack of mechanical connection between the electric drive and the sensor is detected. In an exemplary refinement, this monitoring is active only when the setpoint current preset by the drive controller reaches the maximum allowed setpoint current. In this case, a critical operating situation may be assumed, possibly caused by a defective measuring system. This embodiment may be carried out as a plausibility check in parallel with other sensor monitoring methods.

In another exemplary embodiment, a rotation speed monitoring model is provided for monitoring a measuring system of an electric drive, and generating an estimate of the output

signal of the measuring system as a function of certain input quantities. If there are significant deviations with respect to the actual output signal of the measuring system, a defective measuring system is inferred.

5 In another exemplary embodiment, a selector module is provided to select the monitoring function as a function of the estimated rotation speed. The rotation speed monitoring model is used at high rotation speeds. Since this is ineffective at low rotation speeds, direct-axis voltage monitoring is relied on for this case. This ensures that an error in the measuring system will be detected reliably in any rotation speed range.

#### 10 BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 shows a controller structure having a monitoring device of a synchronous machine.

15 Figure 2 shows a controller structure having a monitoring device of an asynchronous machine.

Figure 3 shows a block diagram of direct-axis voltage monitoring.

20 Figure 4 shows a control engineering circuit diagram of the synchronous machine in the "normal" case.

Figure 5 shows a control engineering circuit diagram of the synchronous machine in the case of an error.

25 Figure 6 shows a block diagram of the monitoring device for the asynchronous machine.

Figure 7 shows a rotation speed monitoring model.

#### DETAILED DESCRIPTION

30 A rotation speed-position sensor 12 as a measuring system detects the angular displacement of an electric drive 10, namely a synchronous machine in the first exemplary embodiment according to Figure 1. A converter 14 driven by a pulse width modulator 16 supplies the three

phases of electric drive 10 with current. Current sensors 20 whose output signals  $I_1$ ,  $I_3$  are sent to an input transformer 22 are provided in two of the three phases. Input transformer 22 generates a quadrature-axis current actual value  $I_{Q\_IST}$  and a direct-axis current actual value  $I_{D\_IST}$ . Quantity  $\omega$  from which a direction angle  $\phi$  is formed by an integrator 26 is obtained over a first differentiator 30 to which the angular displacement is sent. A sine-cosine generator 28 supplies corresponding  $\sin(\phi)$  and  $\cos(\phi)$  values to input transformer 22 and output transformer 18 from direction angle  $\phi$ . By way of a converter 31, a sensor rotation speed actual value  $n_{\text{sensor}}$  is formed from the output quantity of first differentiator 30 and sent (with a negative sign) to a second differentiator 32 and a second summation point 42.

The output signal of second differentiator 32 functions as an input quantity for a circuit component labeled as a plausibility check 34. Plausibility check 34 generates a plausibility error signal 35. A speed controller 44 forms a quadrature-axis current setpoint value  $I_{Q\_SOLL}$  from the rotation speed deviation available at second summation point 42 between rotation speed setpoint  $n_{\text{soll}}$  and a sensor rotation speed actual value  $n_{\text{sensor}}$  and sends it to a third summation point 46, plausibility check 34 and a buffer 50. Quadrature-axis current actual value  $I_{Q\_IST}$  formed by input transformer 22 is used as an input quantity for plausibility check 34 and (with a negative sign) for third summation point 46. The system deviation of quadrature-axis current setpoint value  $I_{Q\_SOLL}$  and quadrature-axis current actual value  $I_{Q\_IST}$  is sent to a quadrature-axis current controller 48 designed as a PI controller. The system deviation of direct-axis current setpoint  $I_{D\_SOLL}$  and direct-axis current actual value  $I_{D\_IST}$ , generated by input transformer 22, is available at a fourth summation point 52 as an input quantity for a direct-axis current controller 54, also designed as a PI controller. Direct-axis current setpoint  $I_{D\_SOLL}$  assumes a value of zero for the synchronous machine. It is also sent to buffer 50. At a fifth summation point 56, an output quantity of buffer 50 is subtracted from the output signal of quadrature-axis current controller 48, yielding a quadrature-axis voltage setpoint value  $U_{Q\_SOLL}$ . Similarly, a direct-axis voltage setpoint  $U_{D\_SOLL}$  is generated at a sixth summation point 58. Quadrature-axis voltage setpoint  $U_{Q\_SOLL}$  and direct-axis voltage setpoint  $U_{D\_SOLL}$  form input quantities for output transformer 18. Output transformer 18 converts these values together with  $\sin(\phi)$  and  $\cos(\phi)$  into two additional voltage setpoints  $U_{S1\_SOLL}$ ,  $U_{S2\_SOLL}$  which are sent to pulse width modulator 16.

The block diagram according to Figure 2 shows the controller structure of an asynchronous machine. It is essentially identical to the controller structure of the synchronous machine shown in Figure 1 except that direct-axis current setpoint  $ID\_SOLL$  is no longer set at a value of zero, but is instead set at an output quantity of a voltage controller 85. Voltage controller 85 receives as input quantities quadrature-axis current setpoint value  $IQ\_SOLL$ , quadrature-axis voltage setpoint  $UQ\_SOLL$  and direct-axis voltage setpoint  $UD\_SOLL$ . Integral component  $I\_ANTEIL\_D$  of direct-axis current controller 54 is sent to a direct-axis voltage controller 87 whose output quantity is used at summation point 25 as an input quantity in addition to slip  $\omega_s$  and the output quantity of flux model 24.

The exemplary embodiments according to Figures 1 and 2 are expanded and made more precise in Figure 3. Quadrature-axis current controller 48 can be represented by a parallel circuit of a proportional component 60 and an integral component 61 of quadrature-axis current controller 48. Direct-axis current controller 54 is composed of a parallel-connected proportional component 63 and an integral component 64. The output of integrator 64 of direct-axis current controller 54 is sent to a comparator 73 which receives a limit value  $G$  and generates a direct-axis voltage error signal 75. Multiplying angular velocity  $\omega$  (angular velocity of the d-q coordinate system) by interlinked flux  $\psi_p$  yields a synchronous generated voltage  $U_p$ , which is sent to fifth summation point 56. Buffer 50 is implemented by a first proportional element 69 (stator resistor  $R_s$ ), a second proportional element 70 (stator inductor  $L_s$ ) and a third proportional element 71 (stator resistor  $R_s$ ) and two multipliers 66, 67.

In the case of the control engineering circuit diagram of the synchronous machine in the "normal" case according to Figure 4, a direct-axis voltage  $U_d$  of the drive is sent to a tenth summation point 110. From the output quantity of tenth summation point 110, a PT1 direct-axis component 115 forms a direct-axis current  $I_{sd}$  of the drive which is used by a third multiplier 113 as an input quantity in addition to angular velocity  $\omega$  (angular velocity of the d-q coordinate system). The output quantity of third multiplier 113 weighted with stator inductance  $L_s$  is used, in addition to a quadrature-axis voltage  $U_q$  of the drive and a negative synchronous generated voltage  $U_p$  (formed from the product of angular velocity  $\omega$  and a magnetic flux  $\psi_p$ ) with a negative sign as an input quantity by an eleventh summation point 111. A PT1 quadrature-axis component 116 determines a quadrature-axis current  $I_{sq}$  of the

drive from the output quantity of eleventh summation point 111. A proportionality factor 118 ( $3/2 \cdot p \cdot \psi_p$ ) which takes into account the number of pole pairs  $p$  and magnetic flux  $\psi_p$  forms from this an electric moment  $M_{el}$  from which a load moment  $M_l$  is subtracted in a twelfth summation point 112. The resulting quantity is processed by an integrator 119, weighted with a reciprocal of the mass inertia moment  $J$  to yield angular velocity  $\omega_m$  of the rotor. If angular velocity  $\omega_m$  of the rotor is multiplied by the number of pole pairs  $p$  (reference number 120), this yields angular velocity  $\omega$  (angular velocity of the d-q coordinate system), which is sent as a second input quantity to two multipliers 113, 114. The output quantity of a fourth multiplier 114 weighted with stator inductance  $L_s$  is used as an input quantity by tenth summation point 110.

The control engineering circuit diagram of the synchronous machine in the event of an error according to Figure 5 differs from the "normal" case illustrated in Figure 4 as follows. Now only synchronous generated voltage  $U_p$  ( $U_p = \omega \cdot \psi_p$ ) weighted with a factor  $\cos(\alpha)$  117' is returned as a negative value to eleventh summation point 111, where  $\alpha$  is the offset angle of rotation speed-position sensor 12, with respect to its original arrangement in error-free operation. Due to sensor offset  $\alpha$ , a synchronous generated voltage  $U_p$  weighted with a factor  $\sin(\alpha)$  121' also goes to tenth summation point 110. The effects of sensor offset  $\alpha$  are also reflected in proportionality factor 118' with factor  $\cos(\alpha)$ .

Figure 6 shows the monitoring concept of the asynchronous machine. Direct-axis voltage monitor 79 shown in Figure 3 is integrated into controller 78 according to Figure 2. In addition, a rotation speed monitoring model 89 is provided as a measuring system model which receives quadrature-axis voltage and quadrature-axis current setpoints  $UQ\_SOLL$ ,  $IQ\_SOLL$ , direct-axis current actual value  $ID\_IST$  and the flux actual value. As an output quantity, rotation speed monitoring model 89 supplies estimated rotation speed  $n\_modell$  to a comparator 91 and a reversing switch 93. Reversing switch 93 receives a model error signal 92 as an output signal of comparator 91 and direct-axis voltage error signal 75 as the output quantity of comparator 73 of direct-axis voltage monitor 79 according to Figure 3.

Figure 7 shows rotation speed monitoring model 89 in greater detail. Quadrature-axis current setpoint value  $IQ\_SOLL$ , weighted using a proportional element "rotor resistor" 96, goes to a

first divider 99 and over a proportional element "stator resistor" 95 with a negative sign to a seventh summation point 102. Seventh summation point 102 also receives quadrature-axis voltage setpoint  $U_{Q\_SOLL}$  as an input quantity and supplies the resulting output quantity to an eighth summation point 103. The actual flux value is sent to a first divider 99 and a second divider 100. The output quantity of first divider 99 is sent to a ninth summation point 104. Second divider 100 receives as an additional input quantity the output quantity of eighth summation point 103 and supplies its output quantity to ninth summation point 104 (with a negative sign) and (weighted with a proportional element "leakage inductance" 97) to a multiplier 105. As an additional input quantity, multiplier 105 receives quadrature-axis current actual value  $I_{Q\_IST}$  and delivers the resulting output quantity with a negative sign to eighth summation point 103. An integrator 107 processes the output quantity of ninth summation point 104 to yield an estimated rotation speed  $n\_modell$ .

According to the theory of field-oriented control of a synchronous or asynchronous machine, stator current  $I_1, I_3$  detected by current sensors 20 can be divided into two components, namely quadrature-axis current actual value  $I_{Q\_IST}$  and direct-axis current actual value  $I_{D\_IST}$ , after conversion to a rotor-based orthogonal two-phase system (d-q coordinate system). Direct-axis current component  $I_D$  builds up the magnetic field of the machine and is oriented in the same direction as the field. Quadrature-axis current  $I_Q$  is perpendicular to direct-axis current  $I_D$  and together with it forms the resultant current which rotates with rotational frequency  $\omega$  of the field. Quadrature-axis current  $I_{Q\_IST}$  forms the torque of electric drive 10, while direct-axis voltage  $I_{D\_IST}$  is the flux-forming current component.

Plausibility check 34 described below monitors the rotation speed control circuit for plausible acceleration data when quadrature-axis current setpoint value  $I_{Q\_SOLL}$  reaches maximum current  $I_{max}$  which can still be output by speed controller 44. The drive system receives a maximum torque. By differentiating the output signal of rotation speed-position sensor 12 twice, actual acceleration  $a\_ist$  is obtained. An error signal is generated if actual acceleration  $a\_ist$  is less than a preselectable minimum acceleration. Electric drive 10 could be in a blocked state. A corresponding display with the error message "blocked" may be provided. An error message is also generated if actual acceleration  $a\_ist$  does not have the same sign as quadrature-axis current setpoint  $I_{Q\_SOLL}$ . In this case, rotation speed-position sensor 12



might be twisted or the motor leads might be connected incorrectly. An interruption in power supply to drive 10 can be detected on the basis of quadrature-axis current actual value IQ\_IST if no quadrature-axis current actual value IQ\_IST can be determined despite a maximum allowed quadrature-axis current setpoint value IQ\_SOLL. Plausibility check 34 is used in particular for providing a rapid response to an incorrectly adjusted rotation speed-position sensor 12 or to a lack of mechanical coupling between rotation speed position sensor 12 and drive 10.

Subsequent direct-axis voltage monitoring 79 according to Figure 3 is used in particular to determine a slipping rotation speed-position sensor 12. A slipping rotation speed-position sensor 12 indicates a rotation speed deviating from the actual rotation speed of drive 10. For the synchronous machine, rotation speed-position sensor 12 is normally set to drive 10 so that the rotor and the stator resistance axis of phase U are in opposition at a measured angular displacement of  $0^\circ$ . A loose screw joint of rotation speed-position sensor 12 causes the rotor position to no longer correspond to the imaginary longitudinal axis of the current controller. In this case, the coordinate system of the current controller based on the rotor is twisted toward the rotor by sensor offset  $\alpha$ . For further calculation, it is assumed for the sake of simplicity that sensor offset  $\alpha$  relative to angular displacement  $\epsilon$  hardly changes at all ( $\alpha = \text{const}$ ).

Coordinate system based on the stator

"Normal" case

$$\alpha = 0$$

$$\underline{\Psi}_p = \Psi_p * e^{j\epsilon} \quad (1.1)$$

$$\underline{U}_p = j \Psi_p * e^{j\epsilon} * \frac{d\epsilon}{dt}$$

Error case

$$\alpha \text{ constant} \neq 0$$

$$\underline{\Psi}_p = \Psi_p * e^{j(\epsilon + \alpha)} \quad (1.2)$$

$$\underline{U}_p = j \Psi_p * e^{j\epsilon} * \frac{d\epsilon}{dt}$$

Coordinate system based on the rotor

Normal case

Error case

$$\underline{U}_p = \underline{U}_p * e^{-j\varepsilon}$$

$$\underline{U}_p = \underline{U}_p * e^{-j(\varepsilon + \alpha)}$$

$$\underline{U}_p = j \Psi_p * e^{j\varepsilon} * \frac{d\varepsilon}{dt} \quad (1.3)$$

$$\underline{U}_p = j \Psi_p * e^{j(\varepsilon + \alpha)} * \frac{d\varepsilon}{dt} \quad (1.4)$$

5

$$\underline{U}_p = jU_p$$

$$\underline{U}_p = jU_p [\cos(\alpha) + \sin(\alpha)]$$

Control engineering model in fixed rotor components

10 With reference to Figure 4 (control engineering equivalent circuit diagram of the synchronous machine in the normal case) and Figure 5 (control engineering equivalent circuit diagram of the synchronous machine in the error case), the following equations are obtained for the two cases:

15 Normal case

$$U_d = R_s * I_{sd} + L_s \frac{dI_{sd}}{dt} - \omega * L_s I_{sq} \quad (1.5)$$

$$U_q = R_s * I_{sq} + L_s \frac{dI_{sq}}{dt} - \omega * L_s * I_{sd} + U_p$$

20

Error case

$$U_d = R_s * I_{sd} + L_s \frac{dI_{sd}}{dt} - \omega * L_s I_{sq} - U_p \sin(\alpha) \quad (1.6)$$

$$U_q = R_s * I_{sq} + L_s \frac{dI_{sq}}{dt} - \omega * L_s * I_{sd} + U_p \cos(\alpha)$$

where  $I_{sq}$ ,  $U_q$  quadrature-axis current and voltage component of the drive

$I_{sd}$ ,  $U_d$  current and voltage component of the drive

- 5       $\omega$                       angular velocity of the d-q coordinate system  
        $\psi_p$                     magnetic flux generated by the permanently excited rotor  
        $L_s$                     stator inductance  
        $R_s$                     stator resistance

10      In the "normal" case ( $\alpha = 0$ , no offset of rotation speed-position sensor 12), the d-q coordinate systems of controller 78 and drive 10 are identical. If the response characteristic of converter 14 is disregarded, components UD\_SOLL and UQ\_SOLL preset by controller 78 correspond to voltage components  $U_d$  and  $U_q$ , respectively, of drive 10.

15      In the event of an error ( $\alpha \neq 0$ ), the d-q coordinate systems of controller 78 and drive 10 are no longer identical. The quadrature-axis components and direct-axis components ( $U_d$ ,  $I_{sd}$ ,  $U_q$ ,  $I_{sq}$ ) in the drive deviate from those in controller 78 (UD\_SOLL, ID\_SOLL, UQ\_SOLL, IQ\_SOLL) because of the sensor offset ( $\alpha \neq 0$ ). Angular velocity  $\omega_m$  of the rotor is detected by slipping rotation speed-position sensor 12, and after multiplying by the number of pole  
 20      pairs  $p$  according to Figure 3, it is sent as angular velocity  $\omega$  to direct-axis voltage monitoring 79. Induced voltage  $\psi_p \cdot \omega$  (synchronous generated voltage  $U_p$ ) no longer occurs only in the q axis in controller 78. It is believed that this yields a significant change in voltage  $U_d$  in the d axis (by  $-U_p \cdot \sin(\alpha)$ ). Since direct-axis current controller 54 still regulates direct-axis current  $I_d$  at zero, the change in voltage  $U_d$  in the d axis can be detected in the voltage setpoint.  
 25      Because of the nature of direct-axis current controller, this change in voltage due to sensor offset ( $\alpha \neq 0$ ) is reflected in integrator 64.

Therefore, the output quantity of integrator 64 is suitable for determining whether sensor offset has occurred. To do so, the output value of integrator 64 is compared with limit value  
 30       $G$  in comparator 73. In the ideal case (sensor offset  $\alpha = 0$ , no system dead times, consistently

accurate information for model parameters  $L_s$  and  $R_s$ ) integrator 64 assumes a value of zero. In the "normal" case, however, even without sensor offset ( $\alpha = 0$ ), integrator 64 delivers a constant signal which is due to the dead time voltage (switch dead time of the PWM stage), the induced synchronous generated voltage (following the dead time of direct-axis current controller 54) and fluctuating model parameters. However, these parameters can be calculated in advance and taken into account in the form of limit value G. If limit value G is exceeded by a certain value, then the error results from sensor offset  $\alpha$ . In this case, an error signal 75 is generated, e.g., in conjunction with the message "slipping sensor."

Although in principle, the I component of quadrature-axis current controller 48 could also be used to analyze the sensor offset, it is believed that an advance calculation is made more difficult by a fluctuating quadrature-axis current setpoint  $I_{Q\_SOLL}$  under some circumstances.

Figure 2 shows the controller structure of an asynchronous machine. A difference from the synchronous machine is that direct-axis current setpoint  $I_{D\_SOLL}$  is not fixed at a value of zero, but instead is generated in the manner shown here. However, how it is generated is not essential for the exemplary embodiments of the present invention, but instead is discussed only for the sake of thoroughness, because they function as input quantities for direct-axis voltage monitoring 79 according to Figure 3. Thus, direct-axis voltage monitoring 79 according to Figure 3 and plausibility check 34 can also be used for the asynchronous machine.

In the exemplary embodiment according to Figure 6, a dual measuring system monitoring concept has been implemented for the asynchronous machine. At low frequencies, direct-axis voltage monitoring 79 is identical to that in Figure 3.

Because of parameter tolerances (temperature dependence of the rotor resistance, saturation phenomena), this method may be subject to errors at higher frequencies. These parameter deviations can be compensated by an additional controller which adjusts transformation angle  $\phi$  so that the induced voltage in the d axis is zero. The result is that the method of direct-axis voltage monitoring 79 may not be useable at a high rotation speed, while d-q coordinate

systems in controller 78 and in drive 10 are in sufficiently good agreement even with a slipping sensor 12. It is thus believed that it is possible to obtain sufficiently accurate rotation speed information  $n\_modell$  from the internal quantities of controller 78 over a rotation speed monitoring model 89. The output signal of comparator 73 goes as direct-axis voltage error signal 75 to reversing switch 93. At low values of estimate  $n\_modell$ , reversing switch 93 relays error signal 75 of direct-axis voltage monitoring 79 to the output as resultant error signal 94. Otherwise, reversing switch 93 relays model error signal 92 generated by comparator 91. Comparator 91 determines a significant deviation in the signal delivered by rotation speed-position sensor 12 from the output signal of rotation speed monitoring model 89, estimate  $n\_modell$  of the actual rotation speed. Reversing switch 93 is driven as a function of estimate  $n\_modell$ .

Figure 7 shows rotation speed monitoring model 89. It essentially emulates the controlled system of drive 10. Quantities formed by controller 78 such as quadrature-axis current setpoint  $IQ\_SOLL$ , quadrature-axis voltage setpoint  $UQ\_SOLL$ , direct-axis current actual value  $ID\_IST$  and flux actual value  $FLUSS\_IST$  are used as input quantities. In addition, parameters of drive 10 such as stator resistance 95, rotor resistance 96 and stator inductance 97 are also input.